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CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

Adopted July 24, 1989

San Francisco Board of Supervisors



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Technical Appendix

Independent Report Available at the Department of City Planning, 450 McAllister, 4th Floor.

CITY & COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

ELEMENTS OF THE PLAN

The Board of Supervisors recommends the following elements be included in a Transportation Expenditure Plan for the City and County of San Francisco.

A. GENERAL PROVISIONS

Sales Tax

A 1/2% sales tax dedicated to transportation improvements specified in this plan shall be imposed. The duration of the tax shall be 20 years.

Restriction of Funds

In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be used to supplement and not replace existing local revenues used for transportation purposes. Moreover, sales tax revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise specified in the Project List. Funds for operations and maintenance shall be limited to incremental costs associated with the implementation of new transportation services as specified in this plan. Incremental costs shall be defined as solely those costs that would clearly not have otherwise been incurred absent the new service.

Bonding Authority

The Board of Supervisors shall request the voters to authorize the issue of limited tax bonds, up to \$742 million, payable from the sales tax revenues generated pursuant to this plan.

Creation of a County Transportation Authority

The Board of Supervisors shall request the voters to authorize the creation of a County Transportation Authority for the purpose of administering the sales tax proceeds in accordance with the plan. The members of the Authority shall be members of the Board of Supervisors.

Support of Adjacent Counties

It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because:

- San Mateo and Alameda Counties have already adopted Transportation Expenditure Plans and
- Marin County is currently evaluating a Transportation Expenditure Plan.

Where there are intercounty implications associated with projects listed in this plan, the City and County of San Francisco shall work cooperatively with the affected county or counties. Should any projects require expenditure of funds outside the limits of the City and County of San Francisco, amendments to the state legislation may be required.

Transportation Efficiency/Productivity Standards and Objectives

The Transportation Authority shall direct all city transportation agencies to:

- Develop 5-year program plans describing service and capital improvements annually. These plans should be coordinated between modes and agencies.
- Prepare long range (10-20 years) comprehensive transportation plans periodically.
- Develop productivity and cost effectiveness measurement methodologies and standards based upon accepted industry standards. Productivity and cost effectiveness goals should be established every 5 years during the term of the plan, and coordinated between city transportation agencies so that they are not working at cross purposes. A report shall be made to the Transportation Authority on progress towards meeting those goals on an annual basis.

The Transportation Authority should also develop a plan for encouraging transportation agencies to meet their goals, all in accordance with the provisions of this plan.

Environmental Review

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, and/or the California Environmental Quality Act, and other applicable laws will be carried out as a prerequisite to the implementation of any project.

**CITY & COUNTY OF SAN FRANCISCO
TRANSPORTATION EXPENDITURE PLAN**

B. PLAN SUMMARY

The following table summarizes the 1/2% sales tax revenue allocations by project category and subcategory in constant 1990 dollars.

SUMMARY OF SALES TAX ALLOCATIONS

Category	Allocation
TRANSIT	\$541,000,000 (60%)
Subcategory	
Service Enhancement & Extensions	141,000,000
Major Corridor Studies & Construction	200,000,000
Rehabilitation & Replacement Projects	200,000,000
STREETS & TRAFFIC SAFETY	\$271,000,000 (30%)
St. Resurfacing & Reconstruction	142,000,000
Traffic Signals & Signs	67,000,000
Major Capital Projects	50,000,000
Street Tree Program	12,000,000
PARATRANSIT	\$ 72,000,000 (8%)
Contract Van & Taxi Services	72,000,000
TRANSPORTATION SYSTEMS MANAGEMENT (TSM)	\$ 18,000,000 (2%)
Ridesharing & Transit Preference	12,000,000
Bicycle & Pedestrian Circulation	6,000,000
TOTAL SALES TAX REVENUE	\$902,000,000 (100%)

CITY AND COUNTY OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

C. PLAN DESCRIPTION

Priority Program

The principle focus of this plan is to define a program of prioritized projects and to insure that funding is allocated across major transportation categories, i.e. Transit, Streets and Traffic Safety, Paratransit, and Transportation Systems Management (TSM), and within subcategories. Subcategories consist of lists of projects exhibiting similar characteristics, e.g. transit service enhancements and extensions. A two-tier priority program has been developed in response to these objectives. Allocations of sales tax revenues are made to each of the major transportation categories and subcategories. Within each subcategory, individual projects have been given a priority rating of 1, 2, or 3 (1 being first priority).

The allocations between major categories are: Transit - 60%, Streets and Traffic Safety - 30%, Paratransit - 8%, and TSM - 2%. This reflects the city's transit first policy as well as providing funding for identified transportation needs within all major categories.

Within each program subcategory, the list of projects shall be funded using sales tax revenue up to the total amount for that subcategory and according to the priority assigned. Under current revenue projections not all projects listed could be funded. In the event that sales tax revenue for the subcategory runs out, lower priority projects within the subcategory will not be funded. In the event that a surplus results after funding all projects listed in a subcategory, the remaining revenue will be available for re-allocation to other subcategories. If the major transportation category is fully funded, then the money can be shifted to an alternative category.

In this manner, implementation of top priority projects is assured.

The County Transportation Authority shall periodically calculate actual sales tax revenue collections (in constant dollars) relative to the amount originally projected in the Transportation Expenditure Plan (see Technical Appendix for the City & County of San Francisco Transportation Expenditure Plan). Should actual collections exceed original projections, the surplus shall be allocated to the Transit, Streets and Traffic Safety, Paratransit, and TSM categories in the same proportions as originally outlined in the plan.

Project List

Each of the project descriptions includes the following information: description of the project, priority, restrictions on use of sales tax funds, cost of project, other funds available, shortfall to be funded by the sales tax, and the sponsoring agency. The cost of project identifies the cost to complete the project, excluding previously allocated funds.

Sales tax funds shall be used for capital improvements unless otherwise noted. The project descriptions specify which projects are eligible for incremental operations and maintenance funds.

**CITY AND COUNTY OF SAN FRANCISCO
TRANSPORTATION EXPENDITURE PLAN**

TRANSIT PROJECTS

Service Enhancement and Extensions

Priority	Project
1	MUNI Metro Turnback - Construction of a turnback for Metro trains beyond the Embarcadero Station to allow more frequent and reliable Market Street subway service without recurrent delays. Includes capital and incremental operations and maintenance costs. Cost: \$130.0 million. Shortfall to be funded by Sales Tax: \$20.5 million. Other Funds: \$109.5 million. Sponsor - MUNI.
1	MUNI Metro Extension - Extension of MUNI Metro from the Embarcadero Turnback to the Caltrain Terminal at 4th and Townsend Streets. Includes capital and incremental operations and maintenance costs. Cost: \$68.0 million. Shortfall to be funded by Sales Tax: \$48.0 million. Other Funds: \$20.0 million. Sponsor - MUNI.
1	Mission Bay Metro Extension - Extension of Metro service from 4th & Townsend to 16th & Owens to the new Metro East facility. Includes capital and incremental operations and maintenance costs. Cost: \$31.0 million. Shortfall to be funded by Sales Tax: \$13.0 million. Other Funds: \$18.0 million. Sponsor - MUNI.
1	F-Line Streetcar - Expansion of historic streetcar service along The Embarcadero Roadway to the heart of Fisherman's Wharf and along Upper Market Street to Castro. Includes capital and incremental operations and maintenance costs. Cost: \$65.0 million. Shortfall to be funded by Sales Tax: \$40.0 million. Other Funds: \$25.0 million. Sponsor - MUNI.
1	Metro Subway Signal System - Provide faster more frequent Metro subway service. Cost: \$23.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$18.0 million. Sponsor - MUNI.
1	Metro Accessibility Improvements - Improvements to the system safety for the disabled within the MUNI Metro subway. Cost: \$0.5 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.4 million. Sponsor - MUNI.
1	Presidio Facilities Redevelopment - To accommodate MUNI's expanded articulated trolley fleet. Cost: \$32.0 million. Shortfall to be funded by Sales Tax: \$1.5 million. Other Funds: \$30.5 million. Sponsor - MUNI.

- 1 **Metro East LRV Facility** - Development of a new storage and maintenance facility to accommodate an expanded LRV fleet. Includes capital and incremental operations and maintenance costs. Cost: \$83.0 million. Shortfall to be funded by Sales Tax: \$18.0 million. Other Funds: \$65.0 million. Sponsor - MUNI.
- 1 **Geneva Modifications** - Restoration and rehabilitation of Geneva facilities including conversion of overhead and fixed facilities to accommodate and better maintain PCC cars. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$3.9 million. Sponsor - MUNI.
- 2 **Mission Bay Trolley Rerouting/Extensions** - Rerouting and extensions of MUNI routes 22, 30 and 47 to improve service to Mission Bay/Potrero Hill. Includes capital and incremental operations and maintenance costs. Cost: \$18.0 million. Shortfall to be funded by Sales Tax: \$5.5 million. Other Funds: \$12.5 million. Sponsor - MUNI.
- 2 **Trolley Coach Electrification** - Conversion of MUNI 9, 42, and 71 routes from diesel to trolley coach operation. Cost: \$22.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Other Funds: \$21.0 million. Sponsor - MUNI.
- 2 **Extension of MUNI Route 14 to Daly City BART Station** - Extension of existing trolley coach service from existing terminal at Mission Street/San Jose Avenue to Daly City BART station. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$2.0 million. Sponsor - MUNI.
- 3 **Ferry Terminal Expansion** - Expansion of existing ferry terminal in order to accommodate additional ferry service. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$0.1 million. Other Funds: \$0.9 million. Sponsor - Port.

Major Transit Corridors

Priority Project

- 1, 2 **Major Transit Corridor Planning/Environmental Fund** - Planning and environmental studies to determine future local and regional transit service improvements from downtown San Francisco along the Third Street/Bayshore Corridor (Priority 1), transit service improvements along the Geary Corridor between downtown and the Richmond District (Priority 1), transit service improvements along a North Beach Corridor between Market Street and the North Beach neighborhood (Priority 2), and transit service improvements on Van Ness Avenue (Priority 2). Cost: \$10.0 million. Shortfall to be funded by Sales Tax: \$10.0 million. Sponsor - MUNI.

- 2, 3 **Major Transit Corridor Capital Construction Fund** - Construction fund for fixed guideway capital improvements in the Bayshore, Geary, (Priority 2) and North Beach (Priority 3) corridors. The type of transit improvements and the full cost of these projects will be determined during the Planning and Environmental Studies. The cost noted here would represent the city's contribution to construction. It is anticipated that additional federal, state, or local funds would be available. Cost: To exceed \$190.0 million. Total Cost to be determined. Amount to be funded by Sales Tax: \$190.0 million. Sponsor - MUNI.

Rehabilitation and Replacement

Priority Project

- 1 **Vehicles** - Replacement of MUNI diesel buses, trolley coaches and light rail vehicles and reconstruction of historic streetcar and cable car fleets. Includes capital and incremental operations and maintenance costs. Cost: \$623.0 million. Shortfall to be funded by Sales Tax: \$146.0 million. Other Funds: \$477.0 million. Sponsor - MUNI.
- 1 **Gulldeways** - Upgrading and rehabilitation and replacement of rail and overhead trolley wire throughout the MUNI system. Cost: \$118.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Other Funds: \$115.0 million. Sponsor - MUNI.
- 1 **Facilities** - Renovate and/or replace MUNI maintenance facilities including 1401 Bryant, Woods, and 24th & Utah. New maintenance equipment. Operator restrooms. New fareboxes. Elevator and escalator repair. Revenue center and equipment repair. MUNI Metro rail maintenance equipment. Miscellaneous maintenance and repair. Includes capital and incremental operations and maintenance costs. Cost: \$236.0 million. Shortfall to be funded by Sales Tax: \$62.0 million. Other Funds: \$174.0 million. Sponsor - MUNI.
- 1 **Graffiti Prevention** - Security improvements at MUNI facilities to prevent graffiti and expand vehicle cleaning facilities. This cost reflects only capital improvements for a graffiti prevention program. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - MUNI.

STREETS AND TRAFFIC SAFETY PROJECTS

Street Resurfacing and Reconstruction

Priority	Project
1,2	Street Resurfacing - Repaving and reconstructing city streets to prevent the deterioration of the roadway system. The streets to be repaved are selected in accordance with the City's Pavement Management System which considers pavement condition, bus and trolley use, and automobile and truck traffic. In conjunction with street reconstruction projects, bus bulbs and/or transit safety islands shall be installed on transit preferential streets as deemed appropriate by the Department of City Planning, Department of Public Works, the Public Utilities Commission, the Board of Supervisors and any other department or commission which is required to approve the widening of streets and sidewalks. The top 44% of the streets identified are Priority 1 projects and the remaining 56% are Priority 2 projects. Cost: \$340.0 million. Shortfall to be funded by Sales Tax: \$254.5 million. Other Funds: \$85.5 million. Sponsor - DPW.
1	Seismic Reinforcement - Earthquake reinforcement for bridges, ducts and walls throughout the city. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
2	Railroad Track Removal/Repair - Removal of obsolete railroad tracks on city streets and repair of the pavement adjacent to active railroad tracks. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Other Funds: \$1.0 million. Sponsor - DPW.
2	Sidewalk Repair - Reconstruction of sidewalks in front of city maintained property and near city maintained street trees. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW.
2	Street Repair and Cleaning Equipment - Purchase of street maintenance and cleaning equipment, such as asphalt pavers, dump trucks, sweepers, and front-end loaders for city crews. Cost: \$17.0 million. Shortfall to be funded by Sales Tax: \$17.0 million. Sponsor - DPW.

Traffic Signals and Street Signs

Priority	Project
1,2	Signal Upgrading - Replacement of worn out traffic signal equipment for which replacement parts are no longer

available. New or substantially upgraded traffic signals located on Transit Preferential Streets shall have transit pre-emption capabilities. The top 42% of the signal upgrades proposed are Priority 1 projects and the remaining 58% are Priority 2 projects. Cost: \$119.0 million. Shortfall to be funded by Sales Tax: \$119.0 million. Sponsor - DPW.

- 1 Street Name Signs - Placement of street name signs throughout the city. Many streets are inadequately identified which causes confusion for motorists and transit users. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Install Raised Reflective Lane Markings - Installation of raised reflective pavement markers on city streets for better delineation of traffic lanes at night and during wet weather. Cost: \$2.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Sponsor - DPW.
- 2 New Traffic Signals - Installation of traffic signals at selected unsignalized intersections. The locations of intersections are determined by the Traffic Engineering Bureau's priority list. Includes capital and incremental maintenance costs. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$8.5 million. Sponsor - DPW.
- 2 Traffic Control Systems - Minor additions and modifications to the city's traffic control systems including: special warning signs, pedestrian guidance systems, pavement bars and special test installations to improve traffic safety and efficiency. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
- 2 Traffic Engineering Equipment - Replacement of traffic engineering equipment such as line painting machines and traffic count devices. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$4.0 million. Sponsor - DPW.
- 2 Army Street Circle - Modification of southbound ramp connection from Highway 101 to eastbound Army Street to increase radius for large trucks. Cost: \$0.1 million. Shortfall to be funded by Sales Tax: \$0.1 million. Sponsor - DPW.
- 2 Potrero Avenue - Rechannelization and modification of traffic signals on Potrero Avenue between Division Street and Army Street to improve traffic and pedestrian safety and traffic efficiency. Cost: \$0.4 million. Shortfall to be funded by Sales Tax: \$0.4 million. Sponsor - DPW.

Major Capital Projects

Priority	Project
1	Embarcadero Roadway - Creation of a waterfront boulevard along The Embarcadero and King Street from North Point Street in Fisherman's Wharf to 6th Street in Mission Bay. Includes capital and incremental operations and maintenance costs. Cost: \$101.0 million. Shortfall to be funded by Sales Tax: \$35.0 million. Other Funds: \$66.0 million. Sponsor - DPW.
1	19th and Holloway Safety Improvements - Safety improvements along 19th Avenue extending from Eucalyptus to Junipero Serra. This is intended to reduce conflicts between auto traffic and pedestrians boarding streetcars on the 19th Avenue median, particularly at San Francisco State (Holloway Street). Shortfall to be funded by Sales Tax expenditure limited to Planning & Engineering. Cost: \$30.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$25.5 million. Sponsor - DPW/MUNI.
1	Candlestick Park Short-Range Traffic Improvements - Traffic signal improvements near Candlestick Park to improve traffic flow and reduce impacts of Candlestick Park traffic on nearby neighborhoods. Cost: \$1.0 million. Shortfall to be funded by Sales Tax: \$1.0 million. Sponsor - DPW.
2	Bernal Heights Street System Upgrading - Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times for the community. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$6.0 million. Sponsor - DPW.
2	Hunters Point Industrial Connector - Industrial by-pass route east of Third Street between Innes and Carroll Avenues by way of the Hunters Point Naval Shipyard to divert truck traffic off residential streets. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$ 0.3 million. Other Funds: \$2.7 million. Sponsor - DPW.
2	Undergrounding Crossover Drive through Golden Gate Park - Explore the undergrounding of Crossover Drive between Lincoln Way and Fulton Street in Golden Gate Park. Sales tax expenditure limited to Planning & Environmental studies. Cost: \$100.0 million. Shortfall to be funded by Sales Tax: \$2.0 million. Other Funds: \$98.0 million. Sponsor - DPW.
2	Thrd Street Median Islands - Construction of landscaped median islands with left turn lanes along Third Street between China Basin and Jamestown Ave. to improve traffic safety and reduce congestion in this main transportation corridor. Cost: \$7.0 million. Shortfall to be funded by Sales Tax: \$7.0 million. Sponsor - DPW.

Street Trees

Priority	Project
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| 1,2 | Planting and Maintenance of Existing Street Trees - Improved maintenance of existing trees in public rights-of-way. First \$6.0 million is Priority 1 and the remaining is Priority 2. Cost: \$8.5 million. Shortfall to be funded by Sales Tax: \$8.5 million. Sponsor - DPW. |
| 1,2 | Planting and Maintenance of Additional Trees - Planting additional street trees on major thoroughfares throughout the city. Includes capital and incremental operations and maintenance costs. First \$5.5 million is Priority 1 and the remaining is Priority 2. Cost: \$7.5 million. Shortfall to be funded by Sales Tax: \$7.5 million. Sponsor - DPW. |

PARATRANSIT SERVICES

Expansion of Paratransit Door-to-Door Van and Taxi Service Levels

Priority	Project
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| 1,2 | Additional Service to Address Current and Projected Waiting List Growth and Provide Services to Persons with AIDS and Frail Elders - Increased funding for van and taxi services to expand services to meet current and projected waiting list growth for taxi, group van, and lift van services for persons with disabilities, including frail seniors. Also additional services for persons with AIDS and for clients of the expanding Adult Day Health Care system. The first \$72.0 million is Priority 1 and the remaining \$3.0 million is Priority 2. Sales tax funding for service operation. Cost: \$147.0 million. Shortfall to be funded by Sales Tax: \$75.0 million. Other Funds: \$72.0 million. Sponsor - MUNI. |
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TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS

Ridesharing and Transit Promotion

Priority	Project
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| 1,2 | Transit Preferential Streets - Includes designation of streets and lanes for exclusive transit use; sidewalk widenings at bus stops; traffic signal modifications to improve transit flow; reduction and relocation of bus stops; possible removal of unnecessary stop signs along transit and bicycle routes; and |
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modifications to the on-street truck loading and parking zones downtown. The first \$3.0 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$4.0 million. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$0.5 million. Sponsor - DCP/DPW/MUNI.

- 1 **Sterling Street HOV Lanes on Eastbound Approach to Bay Bridge** - Extend the existing lane for High Occupancy Vehicles on Second or Bryant Streets to provide travel time savings for carpools and vanpools on the eastbound approach to the Bay Bridge. Cost: \$0.5 million. Includes capital and incremental operations and maintenance costs. Shortfall to be funded by Sales Tax: \$0.4 million. Other Funds: \$0.1 million. Sponsor - DPW.
- 1 **Transportation Brokerage Program** - Increase staff monitoring of the Brokerage Program which requires developers and institutions to distribute ridesharing materials and transit information to employees at new office buildings or established institutions. Cost: \$4.0 million. Includes operations and maintenance costs. Shortfall to be funded by Sales Tax: \$3.5 million. Other Funds: \$.5 million. Sponsor - DCP.
- 1,2 **Transportation Management Association Program** - This program would assist in coordinating transit and ridesharing marketing activities for the entire downtown. The program would include an educational element, transit pass sales and carpool matching, possibly using a downtown "store" similar to Berkeley Trip. The program might ultimately be expanded to serve institutions as well. The first \$4.5 million is Priority 1 and the remaining \$0.5 million is Priority 2. Includes operations and maintenance costs. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP.

Bicycle and Pedestrian

Priority Project

- 1,2 **Bicycle, Pedestrian, and Elderly & Handicapped Accessibility Projects** - San Francisco portion of regional hiking and bicycle trails around the bay and between ridge top parks; various bicycle projects such as additional bicycle lanes, improved signage, additional bicycle racks and other facilities and educational and safety programs; and provision of drop curbs at intersections to permit ease of movement for the mobility impaired. The first \$4.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$6.0 million. Shortfall to be funded by Sales Tax: \$4.5 million. Other Funds: \$1.5 million. Sponsor - DPW.

- 1,2 **Downtown Pedestrian Projects** - Improvement of existing alleyways as pedestrian/open space areas for pedestrian convenience and aesthetic enjoyment and architectural treatments for the improvement of the pedestrian environment on designated sidewalks such as Second Street, Montgomery Street and Union Square area streets. The first \$2.0 million is Priority 1 and the remaining is Priority 2. Includes capital and incremental operations and maintenance costs. Cost: \$3.0 million. Shortfall to be funded by Sales Tax: \$3.0 million. Sponsor - DCP/DPW.

- 3 **Pedestrian Connections and Transit Access** - Provision of grade-separated pedestrian crossings at high volume pedestrian locations and to provide access to major transit facilities. For example, Kezar Stadium to Golden Gate Park or from the proposed new main library to the Civic Center Metro/BART station. Cost: \$5.0 million. Shortfall to be funded by Sales Tax: \$5.0 million. Sponsor - DCP/DPW.

